

AFS-600

Regulatory Support Division

DESIGNEE UPDATE

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Examiner, Designee, and Instructor Community

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NEW E-MAIL DISTRIBUTION SYSTEM

An e-mail distribution system has been developed for designee's that will enable them to receive a heads up on new policy, policy changes, new regulations, etc.

There will be two listings which a designee may subscribe to at no cost. One list is for pilot designee's and the other is for airworthiness designee's. You may subscribe to either or both e-mail listings.

The process for subscribing is quite simple. Send a blank e-mail to the following:

For pilot designee's, the address is:

join-opsdesignee@silver.lyris.net

and for airworthiness, the address is:

join-awdesignee@silver.lyris.net

After you send your blank e-mail message, you will receive a message back which will ask for confirmation. Just reply to that message and you will receive information via e-mail when changes occur.

Important information for designee's is also posted on the web page; however, this method will get information to the "need to know designee" much faster.

NOTICE: Beginning October 1, 2000 the Designee Update will be published only in electronic format. You will automatically receive the Designee Update if you have registered as instructed above. It will also continue to be available on the AFS-600 web site.

SCHEDULE CHANGE

Winston/Salem Flight Standards District Office (FSDO), has moved to Greensboro FSDO.

The Greensboro Pilot Examiner Seminar (previously for Winston/Salem) scheduled for September 13 & 14, 2000 has been rescheduled for September 6th and 7th, 2000 at the Ramada Inn in Greensboro. This was required due to a 20,000 person convention booking all hotels in Greensboro, South Carolina the week of September 12.

THE DESIGNATED ALTERATION STATION SEMINAR SCHEDULE SUSPENDED

The Designated Alteration Station standardization seminar schedule for fiscal year 2000 was suspended by the Aircraft Certification Service. This suspension was due in part to a new project being prototyped by the Aircraft Certification Service and the Office of Flight Standards Service. Both services are currently involved in developing a directive addressing the Delegated Option Authorization (DOA), Designated Alterations Stations (DAS), and Special Federal Aviation Regulation Number 36. Certain companies, holding

one or more of the aforementioned certificates, are assisting the FAA in this effort. Each of the participating companies is being provided with standardization material associated with this new policy.

However, a number of companies are operating to existing policy and may wish to attend an FAA seminar dealing with their technical specialty. Those persons that accomplish conformity inspection, export certification and airworthiness approval may wish to attend our regular scheduled Designated Manufacturing Inspection Representative (DMIR), Organization Designated Airworthiness Representative (ODAR), recurrent standardization seminar. The DMIR/ODAR recurrent seminar will address the aforementioned subjects.

THREE GENERAL AVIATION EDUCATORS GONE

During the past six months, we have lost three long time FIRC instructors. Arch Lloyd died on March 16, 1999, in Fayetteville, AR, he was 82. Arch traveled with the FAA Flight Instructor Refresher Course in the early and middle 70's. He was known for his wit and Dale Carnegie style of teaching.

Pete Campbell died in Union City, TN on Christmas Eve, he was 79. Pete founded the FIRC courses in the 60's, and later moved to Washington and developed the Accident Prevention Program. Pete was a tremendous teacher. He used humor in a manner that made it impossible to forget the subject matter. One particular lecture for which he was famous concerned the magnetic compass. When Pete was lecturing, there was never a dull moment. Pete retired as manager of the Nashville FSDO.

Bud Anderson died in late January at Sacramento, CA, he was 79. He traveled with the team for several years and as a flight instructor, demanded precision flying. Bud developed the "Super Hood" and was also a talented artist. He was an examiner in Sacramento up until the time he passed away.

These were three tremendous aviation instructors and lecturers. I was learning and working my way up in the ranks as an understudy when these men were in their prime, and each of them took time to guide me in lecturing techniques. Today I realize these men had one common denominator- they

loved what they were doing. I was very fortunate indeed. Ron Bragg

SAN ANTONIO EXAMINERS TAKE NOTE

A new FAA Form 8710-1, Airman Certificate and/or Rating Application is soon to be released for use.

The new application is being reviewed at all examiner recurrent seminars.

During the San Antonio seminar I stated that an inspector's signature is required on the application when a Flight Instructor Examiner (FIE) conducts any flight instructor test, including renewal or reinstatement. After returning to Oklahoma City, it was determined that an inspector's signature is required **ONLY** when an INITIAL flight instructor practical test is administered. This confirms that the examiner has the authority to conduct such tests. RB

CHECKLIST USAGE DURING PRACTICAL TEST

During pilot examiner seminars, discussions indicate a full spectrum of opinions on checklist usage. We all know in most emergency situations, getting the aircraft under control first (including getting your heart back into your chest) is paramount. Then, after buying yourself some precious seconds, revert to the checklist. We all know some emergencies may occur because the checklist was not adhered to in the first place.

Chapters have been written on this subject but problems still persist. Examiners/Inspectors disagree on what is proper checklist usage, especially during the practical test. Some feel that some applicants are guilty of "abusive use" of the checklist in order to impress the examiner.

All Practical Test Standards (PTS) have a paragraph that provides clear guidance in what is expected during the practical test. Flight Instructors should emphasize this during their training sessions.

The PTS states: Throughout the practical test the applicant is evaluated on using the checklist. Its proper use is dependent on the specific TASK being evaluated. The situation may be such that the use of the checklist, while accomplishing the elements of the objective, would be either unsafe or impractical, especially in a single-pilot operation. In this case, a

review of the checklist, after the elements have been met, would be appropriate. In any case, use of the checklist must consider proper scanning and division of attention at all times.

Examiners must remember that the evaluation of the applicant's use of checklists is required and with **no less** emphasis than evaluating Stall/Spin Awareness, Spatial Disorientation, Wake Turbulence Avoidance, Low Level Wind Shear, Inflight Collision Avoidance, and Runway Incursion Avoidance. As a matter of fact, you should note that "checklist usage" is included in that list outlined in the PTS.

If the examiner determines that the applicant's use of the checklist is unsatisfactory, the disapproval form must reflect the associated task being tested when the determination was made.

MULTIENGINE PRACTICAL TESTS/ ADDITIONAL RATINGS

Questions have come up during recurrent courses and via telephone as to demonstrating instrument competency during the addition of a multiengine rating to an existing pilot certificate. We will address two different scenarios.

If an applicant holds a private pilot certificate with airplane single engine land and instrument ratings, and is seeking multiengine privileges at the private level, then the examiner or inspector goes to page 2-i of the Private Airplane Multiengine PTS. The statement on the bottom of the table states "If the applicant is instrument rated and instrument competency in a multiengine airplane has not been previously demonstrated, TASKS B, C, and D may be performed at this time, otherwise a VFR ONLY restriction shall be specified on the issued certificate."

If an applicant holds a private or commercial pilot certificate with airplane single engine land privileges with an instrument rating and is seeking commercial multiengine privileges, then the applicant must demonstrate the three instrument tasks listed in Area of Operation IX. You will note the two statements on the bottom of page 2-v of the Commercial PTS. Only if instrument competency was previously demonstrated in a multiengine airplane shall the applicant be given credit for the instrument tasks.

So, the answer to the question is: a commercial applicant must demonstrate the instrument tasks for a commercial multiengine certificate. The VFR ONLY restriction is only issued at the private level unless the multiengine airplane is not capable of performing these tasks. The best policy is to contact your local FAA Flight Standards District Office to determine if the aircraft is or is not capable of performing the instrument tasks. This normally applies only to old war birds or aircraft with Special Airworthiness Certificates.

SMGCS

Runway Incursion and LAHSO lectures are now being taught during the recurrent examiner seminars. Examiners are being tested on their knowledge regarding U.S. airport signs. Recently, a brochure was produced depicting Airport Markings. SMGCS, stands for "Surface Movement Guidance and Control System".

In order to enhance taxiing capabilities in low visibility conditions and reduce the potential for runway incursions, improvements have been made in signage, lighting, and markings. In addition to these improvements, Advisor Circular (AC) 120-57, Surface Movement Guidance and Control System, more commonly known as SMGCS (acronym pronounced "SMIGS"), requires a low visibility taxi plan for any airport which has takeoff or landing operations with less than 1,200 feet runway visual range (RVR) visibility conditions. This plan affects both air crew and vehicle operators. Taxi routes to and from the SMGCS runway must be designated and displayed on a SMGCS Low Visibility Taxi Route chart.

A brief detail of SMGCS features such as "Stop Bar Lights" and "Clearance Bar Lights" are listed in the brochure. To receive a printed copy of "Airport Markings, Signs, And Selected Surface Lighting, FAA/ASY-20 95/001" brochure from which this article is based that also includes a detachable airport sign/markings guide designed to fit in an approach plate book, write to the following:

FAA/ASY-20 400 7th Street, S.W. Washington, D.C. 20590. You may also leave your request with an automated telephone answering service by dialing: (202)267-7770.

A complete version of the brochure which depicts
Airport Markings, Signs, and Selected Surface
Lighting, can be obtained at the following address:
<http://www.tc.faa.gov/ZDV/safety/smgcs.html>